gibe steamer west down, and it was not until about hight that the heat again reschool the brig, which athen dr.fied about eight miles. Mr. Rausford, in doce sping overboard from the steamer, for the purpose syetting into the life-best, loss his pile of treasure, sounting to \$2,000.

STATEMENT OF MR THOMAS MCNEISH. Mr. Thomas McNeish says: I left Grass Valley, Nevada County, Cal , on 20th August, and took pask, we rage on board the Coutral America, at Aspinwall, on Thursday, the 3d September, and reached Havans on Hendsy afternoon. Took cost and left the following moraing (Tuesday), with a fair breeze. We had s morning (Tuceday), with a fair breeze. We had a
dir voyage ustil Thursday neon, when it commenced
howing a beavy gale. On Friday, about 2 o'clock,
we were called to the pumps and to bail. The pumps
we were called to the pumps and to bail. The pumps
we were called to the pumps and to bail. The pumps
were of little use. The buckets were kept going incase of men became exhausted another set replaced
hen. All hands, both passengers and men, worked
hen. All hands, both passengers
hen. All han

all I

sen were soon exhausted. After we went to bail an sen were soon exhausted. After we went to bail an eftempt was made to start the donkey-engine, but the same were not in working order, and we had to consume were not in working order, and we had to consume bailing, the water rising about six inches an ser, as near as I can tell At daylight (about 5 see, and continued working there until the ship sunk.

On Saturday morning we rigged barrels and with a ser, and continued working there until the ship sunk.

On Saturday morning we rigged barrels and with a soist we commenced bailing with them. About 12 or 16'clock the brig Marine hove in sight, and we continued bailing though the water was gaining rapidly. The plants came forward and both by word and example there due to see legour work. About 4 o'clock p. m. I and another that were asked to assist in rigging a pair of pumps, and one only could be get to work. Owing townst of proper tools we could not rig them effect with. When I came on dock they were taking the search of the boats—all working away as before. A schooner, whose name we could not recognize, now hove in ght on our leeward quarter, but rendered us no assistance, though she promised to lie to till morning and selst us. Nearly all hands now quit work to look at er, expecting assistance, but the wore round and alled awy. The captain now asked if we would tand by her till morning, as he thought he could keep ar aftoat. We all agreed to do so, and continued to all, find a piece of a spar and tied a piece of yarn to I stood on the deck when the vessel went do wa, and was drawn under the water with her. The force of the anotion in the vortex she made was so great and lost hold of the spar I had and when I rose I and was drawn under the water with her. The force the anction in the vortex she made was so great at I lost hold of the spar I had and when I rose I with most of the passengers and the floating met. I seized a spar, but it was grasped by another ma, and to preserve myself I gave it up to him and sam fer two or three hours before I got another. Its being in the water a long long I came up with a festion, who gave me share of a long board he had. The rind and waves drifted us to leeward, until we fell in with the bark Eilen, who three was a rope and drew ma heard. My companion is new at Norfolk, where I wet on board the Empire City and came on to New-York. All the ship's officers behaved nobly, and Mr. Finzer, the second mate, was most active in his exer-

STATEMENT OF MR. HUTCHINSON. THE LAST BOAT THAT LEVY THE STEAMER.

Mr. Hutchinson, a resident in Nevada City, Cal. ed bound on a visit to Virginia, was taken on board to brig Marine in the last or one of the last boats that A the steamer. He said that he leaped into it at a arrow risk of losing his life by drowning. All the bides had been taken off, and the Chief Engineer had deerted the ship. One of the life-boats came near the ship-he hardly knew where from-and he succeeded in getting into it. It was manned by a regular boat's crew. Some other persons, in attempting to get into the boat, fell into the sea, though they were got out of the waterand saved. The brig was then about five miles off, and the sea was very high. HOW THE CAPTAIN BEHAVED.

He testified that the Captain's conduct, from the first to the last, was worthy of all praise. He was very active in the beginning, and very self denying in the end. He went around in every part of the ship, uring the men to do their duty, and showing them low to do it to the best advantage. He brought the me freeh water whenever any one wanted it. Every me felt encouraged continually by the Captain's unting devotion. He has left a fine example. THE ENGINEER'S DESERTION.

He said that the Engineer got into the boat that sok the ladies, and pretended that he was going to be brig after another boat. The Captain commanded in to return, but said that he did not believe he would me back. After he got on board the brig, he did at make any offer to go back. His conduct stands in rong contrast with that of the Captain.

STATEMENT OF MR. OLIVER P. MANLOVE. Oliver P. Maniove, a passenger, living in Wiscon-

in gives the following information:
The storm commenced immediately after the steamer in Havana, and continued with great violence, in-

at Havana, and continued with great violence, incessing until Friday. On Friday aftersoon all hands are called up to bail. The vessel continued to ship wice, and all hands worked with buckets, barrels, i.e., all Friday night, and till about 2 o clock, on Satuday, when the brig Marine have in sight. All the adies and children were put on board the Marine about 6 o'clock p. m., and the chief engineer left with them. In launching the boats, two of the five of them vere stove, and the other three were dispatched with he women and children about an hour before sunset. The Marine was lying nearly a mile off, and by the ime the three boats reached her it became evident that the ship must go down before they could get tack. All hands then seized pieces of spars, chairs, and life-preservers, while others rushed below to sente their treasure. The confusion now became very great, though all acted with coolness, each cadeavoring to make the last effort for his own safety. Now he vessel gave three lurches, some of the passengers jumping off at each larch. Those who jumped off at he vessel gave three lurches, some of the passengers jumping off at each lurch. Those who jumped off at the first and second lurches swam off to some distance, but the great mass remained on deck until the vessel

but the great mass remained on deck until the vessel went down, which was a moment or two afterward.

I had provided myself with a life preserver and a piece of a spar, and determined to go down with the vessel, with the great mass of the passengers, all of whom stood about, oracing themselves up and securing those articles meet available to buoy them up. The vessel finally went down stern foremest. I was standing near the smoke stack at the time, and we were all dragged under the water with the sinking with

where all dragged under the water with the sinking ship.

The general supposition is that we were all drawn under the water at least twenty feet, and when we rose we were nearly stilled. The rapidity with which I was drawn down tere the spar from my hands and the life preserver from my body, and when I reached the surface my clothing was almost all stripped off me. I however, met a friend who had two life preservers, who give me one, and we also seized on pieces of the wreck which heiped to austain us.

About four handred of the passengers were strugting about, meet of them having lost their life preservers, and others seizing on pieces of the wreck which came up with us.

come up with us.

The captein had out away the upper-works of the veset so that when the hull sank they would float off: but they were dragged down and came up in fragments. Many persons were killed, stunned and drowned, by being struck with pieces of the wreck, while the pieces were to others the ultimate means of safety. An occasional flash of lightning showed to each other a sea of struggling forms. Each strove to encourage his friend with hopes which he scarce felt himself. At first we were all together in a mass, but soon the waves separated us, and at each successive flash of lightning we discovered that we were being scattered over a wide area, and soon found ourselves apparently alone on the boundless ocean.

scattered over a wide area, and soon found ourselves apparently alone on the boundless ocean.

The rest of this account does not differ from that already received. He concludes by saying that about 10 o'clock he was picked up by the bank Ellen, and had the satisfaction of finding others on board of her. It is easi that the bank Marine was in a disabled sondition. Her jibboom was carried away, one of ter masts aprung, and her tiller out of order.

STATEMENT OF CAPTAIN BADGER.

Captain Badger, one of the rescued passengers of the Central America, states that the gale increased until 2 o'clock on Friday, the 11th, when it was per-ceived that the engine had stopped, and the ship fell off into the trough of the see, which caused her to off iste the trough of the see, which caused her to make considerable water around her lee suant and the lee lower dead-lights. It was afterward ascertained that the cause of the stoppage of the ongines was the neglect of the fire and engine department in getting coal along from the bunkers to the fire-room fast enough to keep up the fires; consequently all the engines stopped, as well as all the pumps attached to the agines. The deck pamps were out of order, and at Capt Badger's suggestion companies were organized, while the steward spaces and deck hands went down to pass the coal access. By this time the fires were

put out, and the water became so bested in the hel-

put out, and the water became so heated in the belt of the ship, and the steam eageodered was so great that they were compelled to absuden pushed he coat. The risp then lay at the mercy of the way so, but at hidde set labor hard. We then started several gauge at halling as the only hope of saving the ship. At my suggestion, the Caprain ordered the foremast to be out as say, which was done about 6 o'clock.

From 4 o'clock til 8 the water was kept at bay. An attempt was made to raise steam in the donkey boder. Bertha were torn out and thrown into the furnace to raise the steam to start the pumps, but all to ne avail. The cause I could not learn. A drag was prepared, but failed, and the ship continued in the trough of the sea. Builting still went on vigorously, and was kept up all night by gangs who were charged as often as see. Bailing this went on tigotomy, and was keep up all night by gaugs who were charged as often as they become exhausted. Toward morning the men were beginning to fail and the water to increase and grow up in the hold of the ship. At 4 o'clock on the morning of Saturday, the 12th, the gale abated, with a heavy sea running. They were encouraged by myself and others, with the assurance that the ship would
hold out. Every passenger remained cool, and seemed
te forget his danger in the united efforts to save the despair, even on the part of the females. At 8 o'clock vessel. There was no weeping or exhibition of despair, even on the part of the females. At 8 o clock another attempt was made to raise steam in the donkey boiler, to pump the ship, but without avail. Some one proposed to box the pumps, but, on iaquiry, no carpenter or tools could be found, and the water gained rapidly. The lee shait was strouded in heavy blankets to stop the leak, but the water, burst through. At 2 o'clock on Saturday a sail was reported to windward, and at 3½ o'clock she came under the stern. Boats were immediately lowered, but two were stove instantly by the sea. Three beats still remained, one in a bad condition. At 4 o'clock the work of removing the tadies and children to the deck of the Marine was commenced. The brig, being much lighter than the ship, had by this time drifted away to leeward. The distance was considerable, and the boats were long in making the trips, and there being a heavy sea but few could be carried at a time. After sending the ladies and children, the engineer and some fifteen others were embarked on the brig. By this time it was dark. The work of bailing was still kept on, but the water gained faster and faster upon the vessel. As the boats successively approached the ship a simultaneous rush was made by the passengers to get aboard, and it was apprehended that the boats would be filled and stove; it was now dark; about two hours before the sinking of the ship, a schooner ran down under her stern, but could not render any assistance aboard, and it was apprehended that the boats would be filled and stove; it was now dark; about two hours before the sinking of the ship, a schooner ran down under her stern, but could not render any assistance for want of boats. The work of bailing went on until within an hour of her going down. Two lights of the above vessel were new seen far to leeward. Rockets were fired from the wheel, but went downward. The immediate sinking of the ship followed. Captain Herndon remained on the wheel up to the moment of her going down, which was 8 o'clock on Saturday night. I was standing on the quarter-deck. Some jumped over and pat off from the now rapidly descending ship, and seized on whatever they could. No one shrieked or cried, but all stood caim. The Captain behaved nobly, and said he would not leave the ship. I promised him I would remain with him, as also did the second officer. Mr. Frazer. All at once the ship, as if in the agony of death hersel, made a plunge at an angle of 45 degrees, and, with a shriek from the engulfed mass, disappeared, and five hundred human beings floated out on the bosom of the ocean with no hope but death. At 11 o'clock in the morning the Norwegian bark Ellen came running down with a free wind. The cries of distress reached those on deck, and they hove to under short rail. The task of rescuing the passeagers was nobly commenced, and by 9 o'clock the next morning forty-nine had been picked up. Diligent search was made until 12 o'clock, but no more could be seen. They then bore away for Norfolk with a fair wind, and arrived at Cape Henry on the 17th, where myself and four others embarked in the pilot-boat and arrived in Norfolk.

STATEMENT OF WILLIAM BIRCH.

We left Havana on the 8th inst., with fair weather, which continued for one cay. On the second day the which continued for one cay. On the second day the wind commenced blowing fresh, and increased until the 16th inst., when the hurricane came do on in great tury. Did not know that the ship was leaking until Friday morning, when Capt. Badger proposed to go below and begin to bait the ship. In the first gang about two hundred went from the cabin, and a large force went to work in the steerage. A line was formed up from the second cabin hatchway, and the work was continued without cessation until Saturday morning, when barrels were prepared for each of the hatchways, and the bailing went on. On Saturday morning the water was within four feet of the second cabin floor. The fires were all extinguished before two o'clock on the afternoon of the 11th. The sea was very heavy, and at two o'clock on Saturday the first sail was seen from the windward, and came do wn under the stem of the ship. Being much lighter, she soon drifted to the leeward. She proved to be the brig Marine, of Boston, and she lay to about a mile distant. Preparations were then made to get the small boats overboard. One had already been washed off the deck, and another was torn to pieces in lowering it into the sea. About 3 o'clock we began to get off the females and children, and in two hours they were all safe on board the Matine. All this time the ship was in the trough of the sea. The last of the ladies, three in number, were in the boat with the chief engineer. I asked him if he would not take me in, and he said he would do all he could for me, and asked me to go and call James E. Birch, which I did, he being at that time in his state-room dressing. Two boats came back afterward, but they were soon filled up. The wind commenced blowing fresh, and increased until that time in his state-room dressing. Two boats came back afterward, but they were soon filled up. The second boat went aft, and took in only a few passen-

The work of bailing was going on, but soon ceased, and each prepared to take care of himself. I then put on a life-preserver and went into a state-toom, where were Jas. E. Birch, and a man named White, where were ses. E. Bitta, and a man man war from San Frencisco. The butchers were then building a raft forward, and I proposed to go and join them. We started, and just as we got opposite the smokepipe, a tremendous sea struck the ship and she went entirely under, to rise no more. When I came to the surface, after being several times struck with pieces surface, after being several times struck with pieces of timber, there was a large number in the water, in the greatest consternation. I got hold of a piece of board, and succeeded in eatching a sash, which I held to. At this time it was quite dark, but I tried to cheer these who were near me. After having been in the yeater for about six hours, I saw a sail, and we all called until we were heard, and the vessel came up to us, which proved to be the Norwegian bark Ellen, and we were taken on board.

The contain stated that when he was twenty miles

The captain stated that when he was twenty miles The captain stated that when he was twenty mits distant from us, a bird appeared on his vessel, and three times flew in his face, which caused him to change his course ten points, and thus he came to us. I was picked up about 3 of clock on Sunday morning. I was picked up about 3 o cleek an access morning, and the boat about half-past 10 on Sunday morning. The search was continued until after 12 o'clock, but we saw no more. About an hour before the ship went down a schooner came down and the captain sait he would assist us, but we saw no more of him until next merning, when he was about ten niles distart.

The captain of the brig treated us with great kindness, and did everything possible for our comfort.

NAMES OF PASSENGERS SUPPOSED TO HAVE BEEN ON BOARD AND NOT HEARD FROM.

The following notes gathered by our reporters are a correct as they can be made, but very probably conain many errors and confusion of names. We have tried to exclude all mere rumors, and print only the names of such as were known to have been on board. No list of passengers were saved, and it is even doubtful if any full and authentic list is in existence. At any rate we are not likely to know a third of the rames until the next California mails are received, which ought to be in about nine days:

Among the passengers of the Central America, who are supposed to be lost, our reporters by diligent inquiry among the survivors have obtained the name! f the following:

Mr. SANUEL SHREVE, of San Francisco, who was on his way to New-York with the expectation of being married soon after his arrival. He was formerly from Boston.

CHARLES TAYLOR, of North-Carolina. Mr. Taylor was in his stateroom asleep at the time the steamer went down, being exhausted from the constant exertion in bailing the vessel. Formerly mate on Pacific

Mr. James Bincu, late of Fall River Mass. Mr. Birch had recently obtained the contract for an extensive mail service in California. He had a wife restaining in Boston. She has been stopping at the Metropolitan Hotel in this City awaiting her hashand's arrival, but from previous advices that had been received from him, had been led to suppose that he would not arrive in New-York until the next steamer.

Gazziel D. Brush, baggage-master of the Panam Railroad. Has a wife resising in New York Mr. Holler or Hawker, of Briegeport, Conn. Mr. Hawley's wife and two children were rescued by the

bric Marine. Dr. ELLIS of Ohio. Dr. Ellis has a wife and fau: children, who were rescued by the brig.

Mr. Bnows of See Francisco, who was so his way to Engiand. Purser Done in of the Nevy, a brother of or floore

ary Dobbin. Mr. Dobbin was with Mr. Taylor a deep in the statesoom when the reased west down, being exhausted by the labor of bailing. Mr. WYLEY BAGWELL of Sucrements, formerly of

Litinoie. Mr Mosener of Yuba County, Cal. Both were in tending to go to Arkansas.

Mr. LES DAVIS. Dr. LEAVENWORTH, LEPFINGWELL, or a similar

name, of Mirbigas. Mr. HENRY DEAN of California. He has parents re siding in New-York. His last act was to fasten a lifepreserver around Mrs. Anna Redding previous to her being transferred to the brig.

Mr. GEORGE GOULE, or GOULD, an artist or dagmerreotypist.

A young man named George T. HUTCHINSON, and a young man named STEVENS of Jersey City, said to be a partner of

Me Hetchinson. Mr. McChoung or McChow, believed to be from Pennsylvania. Previous to the transfer of the passengers to the brig Mr. McClough gave to a Miss Alice Lockwood \$3,000 in gold, with a request that she would forward it to his mother, whose address he gave

DAVID STEWART of Ohio. Davin Joses, Schuylkill County, Pean.

JAMES WOODWORTH Keekuk Iowa. JAMES W. TOMPKINS of New-Rochelle, where his family resides. ISAAC TOMPKINS, formerly of Eldridge street, Now-

York, wheelwright, brother of the last named. ELIJAS SPOONER, Schuyikill County, Penn. PATRICE BUTLER, Rhode Island.

MICHAEL CREMISS, County of Cork, Ireland. WILLIAM REEVES, St. Lawrence County, N. Y. Capt. Marvis, Buffalo, N. Y.; wife a passenger in the Empire City.

JOHN LEONARD, Buffalo, N. Y. (placed a sum o money in the charge of Mrs. Marvin for his mother). Mr. McNEIL, of Lockport, N. Y. JOHN HORN, Cincinnati. (Wife saved)

A Son of Mr. HORN, name not given. Mr. LEE, proprietor of Lee's Garden, San Francisco Intended to visit Philadelphia.

Mr. ROBERTSON, a native of Massachusetts, went to California in 1849. JOHN DENOUR, Philadelphia. Mr. R. A. Lockwood, lawyer. Had charge of Col.

Fremont's law business in California. Mr. HARLEY, San Francisco; was going to visit friends at Norwalk, Conn.

JOHN LOHMAN, Cincinaway Mound, Wisconsin. ROBERT HUGHES, was going to Chicago.

Mr. WHITE, Sacramento, Cal.; coming to New York.

WILLIAM KNIGHT, Lockport, N. Y. MICHAEL CRAGEN, Hazel Green, Wisconsin. FRANK JONES, (handed to an officer of the steamer

Mr. DOMECIO, Genos, Italy, JOSEPH CAPELLO, Genoa, Italy. THOMAS REVANA, St. Margareto, (15 miles from Geroa. Italy. FRANK MYRTLE, Mokelumne Hill, California; going

to Montreal. PETER BULLIE, Mokelumae Hill, California; going to Montreul. ANTOINE VEAN, Mokelumre, California; going to

Montreal. WM. GREEN, JAMES SMITH, Colored Man, (name no ascertained,) seamen, a portion of the crew of the bark Veepusius, wrecked while on her way from New-York to Aspinwall, with coal; the American Consul was sending them and four others back to this city.

THOMAS FALLON, formerly of Sharon, Conn. Miss Winnefred Fallen, aged 17, his daughter, and a son aged 3 years, were saved and were passengers by the Empire City.

WILTON WHITE of Sacramento, trader. CHARLES KENT of Richmond, Va.

-- Austin of Nevada. Mr. Austin was crushed to death between one of the boats and the steamer, as he was lowering himself by a rope from the vessel.

- PARKER of San Francisco, merchant. SMITH of Aspinwall. Mr. Smith was the brother of the late proprietor of the Aspinwall House, at Aspinwall, who was recently shot, and came as a passenger from Aspinwall only.

- SARONI of San Francisco-a Hebrew. Low, civil engineer, of Nevada. - VAN HAVEN, from Penn Valley, Cal., where he kept a public house. His wife and child were

saved on the bark Marine. CHARLES JOSES, colored boy, servant of Mr. Frank A. Jones-lost. - MARVIN of Buffalo, N. Y. His wife was saved

on the brig. Mr. O'FALLON, San José, Cal.

WILLIAM BURNS of New-York City. Had been

in California about a vear.

- Young from Ohio. Roszatsos, who was a miner, and has been in California since 1849. Mr. Heary Kimball of St. Lawrence Co., N. Y., bunked with Mr. Robinson on board the steamer. Mr. Kimball says that he learned

from Robinson that he belonged somewhere in Massachusetts, where he had a wife (who has become in sane during his absence in California) and daughter. He had not been very fortunate in his mining operations, and was returning home with very little means. Mr. Kimball represents that Robinson had become theroughly discouraged and disheartened, even for twenty-four hours before the ship sank, and when the critical moment arrived refused to make any effort to escape, sitting down and calmiy awaiting his fate. Mr. McNeal, bardware merchant, of San Frat-

Dr. Yann of San Francisco. Mr. BAUMAUER of Pern Valley, Cal. The wife and child of Mr. B. were caved by the brig Ma-

WM. PROBERT of Grass Valley, Nevada Co. He was from Lowell, Mass., and was returning for his health. He left a wife and two children in California. Mr. HENRY DENENBERG, resident of Grass Valley, Cal. Was on his way to New-York, on business for

A Scotchman, same unknown. Had been sailingmaster on one of the United States Surveying

JOHNSON CARR, Fairmount, Marion County, Va. miner, about 20 years of age, on his way home. Had been there about three years. No family,

ROBERT TAYLOR of Wisconsin, miner, was about 38 years of age. Had been in California only about eight months. No family.

David Staward, belongs to Obje, four miles from

Mayaville, on the Ohio River, about 24 years of age. No family. On his way home. Had been about two years in California.

JOHN LEACH, & man about 47 years of age, from Stockbridge, Mass. Has two sons in Grass Valley, California. On his way to Stockbridge to visit his family. He had some drafts with him.

STERMEN MIRCH of Portland, Me. He and his brother were respectively a blacksmith and shoemaker on the Massachusetts Plate, California. He had a wife and two children living about 15 miles from Portland, and was on his way to visit them, in tending to take them by surprise. He was in his 31st year. He left his business to be settled by his brother CHAPLES GILKIE, about 10 miles from Portland, Me.

bout 2 years of age.

James Gilkie, about 24 years of age. These two were brothers, and had been farming in Placer County, Cal. They had been retner successful at their business, and had sold out their stock and farm and were on their way home, intending to take their family by surprise. They had to families. Their money (a confiderable arrestati was in the purser's care, and

was lost. SANCEL B. Swan, crisinally from Ohio, afterwa teriden over Prinkurgh, was a farmer and miner, and

mile and child were sueed. Sees was abog 35 year of agre. John Roodwall kept a tovern in Grass Valley. He wife was among there saved. BECAPITULATION OF THE SAVED.
ADARS, WILLIAM H., PLOOF COUNTY, Col.
ATHRONSAHN Mrs.
ANDLO, A., Loma, Peru.
BURT, Captain HIRAM.
PADGER Mrs. JAME A., Sen Francisco.
BRECH Wr. San Francisco.

BIRCH, WM., San Francisco.
BIRCH, Mrs. M. V., San Francisco.
BOWLY, Mrs. ASCELINE, San Francisco.

Bewly, Mrs. Argeline, San Francisco, Bennet, Louis, an infact.
Bennet, Louis, an infact.
Beiley, Mrs. Mary, San Landro, Cal.
Beiley, William, Naps Valley.
Beiler, Thomas, Yube County.
Bender, Capt. Thos. W., San Francisco.
Brown, R. T., Sacramento.
Brown, George, Ulster County, N. Y.
Carettheis, Mrs. Eliza J., Piacer County, Cal.
Clark, J. B., Polk County, Missouri.
Chase, Wm., Michigan.
Casey, J. M., Arkansas.
Casey, J. M., Arkansas.
Casey, J. M., Arkansas.
Casey, J. M., Arkansas. CASTY, J. M. Albadosa.
CRAFTS, JOHN N. Maine.
CALDWELL, S., New-York.
CHILDS, HENRY H., New-York.
EASTON, A. J., San Francisco.
EASTON, Mrs. ADIE M., San Francisco.
ELLIS, Mrs. CINTHIA, San Francisco.
ELLIS, Mrs. CINTHIA, San Francisco. ELLIS, four children of, EMENTS, JOHN, DD., Oregon City, FALLON, Mrs. WINIFRED; JAMES, brother of Mrs. F. FELL, Mrs. JANE, Si-kipou County, Cal. FELL two children of. FORRESTER, J. A., Murship, California. FRYER, THOMAS, scamen.
FALLENO, J. N., Cincinnati, O.
FLETCHER, W. F., Broomfield, Me.
FREDERICKS, ADOLPH, San Francisc GARDNER, ALEXANDER, SCRIGER. GALLAGHER JAMES, scaman. GLAY, Mr., El Dorado County. GEORGE, JOHN, England. GEARY, WILLIAM, Jersey, England. HALNED, Mrs. Rosalir, San Francisco. HARNED, three children of. HARNED, Mrs. JANY, San Francisco. HARRIS, one child of. HARRIS, one child of.
HUTCHINSON, ROBERT, Nevada City, Cal.
HALVEY, O., Placerville, California.
HALCON, HENRY, Montreal, Canada.
HARTMAN, HENRY, Bremen, Germany.
HAWLEY, Mrs. ADIE, San Francisco. Hawley, two children of Howes, Janez, San Francisco. HUTCHISSON, ROBERT, Fairmount, Va. HUTCHINSON, ROBERT, Fairmount, Va.

INDE, WILLIAM WISCORID.

JACKSON, JAMES, MISSOUIL.

JOBSES, FRANK, Sacramento.

KILLEDGE, Mrs. OLMIRA, San Francisco.

KILLEDGE, Mrs. OLMIRA, San Francisco.

KURALL, HESRY, Sacramento County.

LEE, B. M., PHISBURGH, Pa.

LESTER, GITANO, San Francisco.

LOCKWOOD, MISS HAERIET, San Francisco.

MCONTON, MISS ANNIER, Grant County, Wisconsin.

MANDOYE, OLIVER P., Grant County, Wisconsin.

MCCARTY, CHAS, San Francisco.

MCCARTY, CHAS, San Francisco.

MCCARTY, CHAS, San Francisco.

MCMILL, MISS, ANNIE, San Francisco.

MCNASH, THOMAS GRASS Valley, California.

MINSSON, Judge A. C., Sacramento.

O'CONNOR, H. F., Albany, N. Y.

O'CONNOR, H. F., Albany, N. Y.

O'CONNOR, M. N., Panama.

OSEORNE, WN. N., Panama. O'CONNOR, H. F., Albany, N. I.
O'CONNOR, Mrs. ELEANOR, San Fra
OSEORNE, WM. N., Panama.
PRIEST, ALBERT, Sacramento.
QUENEE, JACOB, Watertown, N. Y.
KAYNE, THEODORE, San Francisco.
REDDING, Mrs. ANN, New-York.
RICH, AUGUSTE, Lima, Peru.
RED., CURLIES, New-York. REID CHARLES, New-York. RIDLEY, B. H., Maine. RUMMELL, HENRY, Germany. RUDWILL, Mrs. MARY ANN, Grass Valley. RUMBELL, Mrs. MARY ANN, Grass Valley.
ROSS. JAMES H.. Mahoning County, Ohio.
RUTHERFORD, DOUGLAS, Yuba County.
SMALL, Mrs. ANN, Newburyport, Mass.
SMALL, one child of.
SMITH, Miss ELIZA, Tuolanne County, Cal.
SWAN, Mrs. MARY, Nevada, Cal.
SWAN, one child of.
SEEGAR, Mrs. MARY, Calaveras County, Cal.
SEEGAR, Mrs. MARY, Calaveras County, Cal.
SEEGAR, Mrs. MARY, Colaveras County, Cal.
SEEGAR, Mrs. MARY, Volcauo City, Cal.
SCHULER, JOSEPH, Toulannee County.
STETSON, JULIUS, Shaw's Flats, California.
SEAGER, BENJ., St. Louis.
THAYER, Mrs. B. B., San Francisco.
THAYER, Mrs. Mary ANN, Alvarado, Cal.
TRAYER, Mrs. MARY ANN, Alvarado, Cal.
TRAYES, Mrs. MARY ANN, Alvarado, Cal.
TRAYES, Mrs. MARY ANN, Alvarado, Cal. TRAVIS, two children of. WELLS, S. A., Leyden, Mass. VAN HARPER, Mrs. H., Nevada County. VAN HARPER, one child of. LIST NOT HEARD FROM.

Brown, — San Francisco. Boyd, Charles H. Burns, William, New-York. Butler, Patrick, Rhede Island. San Francisco Buller, Patrick, Macde Island, Bullie, Peter, Makelumne, Cal. Capello, Joseph, Geneva, Italy. Carr, Johnson, Fairmount, Va. Cragen, Michael, Hazel Green Wis. Michael, County Cork, Ireland. Cremins Michael, County Corn, L. Davis, Lee.
Denenberg, Henry, Grass Vailey, Cal. Dobbin, —, Purser in the Navy. Dean, Henry, California. Decour, John, Philadelphia. Demecio, Mr., Geneva, Italy. Ellis, —, Dr., Ohie. Failon, —, San José, Cal. Fallon, Thomas, Concecticut. Gibbs, Dr., Columbia, Cal. Gilkie, Charles, Portland, Me. Gilkie, James, Portland, Me. Gould, George. Green, William, bark Vespucius. Green, William, bark Vespucius.
Hughes, Robert.
Hutchinsor, Geo. T., New Jersey.
Howley, — Bridgeport, Coun.
Horn, John, Cincinnati, Ohio.
Horn, —, (son of John Cincinnati.
Harley, —, San Francisco.
Jones, Charles (colored bay).
Jones, David, Schuylkill County, Pa.
Jones, Frank A.
Kent, Charles, Richmond, Va.
Kenght, William, Lockport, N. Y.
Leavenworth, or Leffingwell, Dr., Michigana
Lee, —, San Francisco.
Leckwood, R. A., Indiana.
Leech, John, Stockbridge, Mass. Leech, John, Stockbridge, Mass. Leonard, John, Buffalo, N. Y. Lohman, John, Wisconsin. Low, —, Nevada, Cal. Mahoney, —, New-York. Marvin, Capt. —, Buffale Marvin, Capt. —, Buffalo, N. Y.
McClough, —, Pennsylvania.
McNeal, —, San Francisco.
McNeal, —, Leckport, N. Y.
Marvin, —, Buffalo.
Meseley Marvin, ——, Buffalo.
Moseley, ——, Yuba County, Cal.
Mirch, Stephen, Portland, Me.
Mytle, Frank, Mokelumne, Cal. Myrie, Frank, Mose-Yerk.
Nesh, — New Yerk.
O'Neil, — Cincinnati.
Probert, — Grass Valley, Cat.
Parker, — San Francisco.
Parker, — San Francisco.
Powell, John, Kentucky.
Ridgeway, George, Philadelphia.
Ridgeway, — San Francisco.
Rudweil, John, Grass Valley.
Redweil, John, Grass Valley. Reves, William, St. Lawrence County, Revers, Thomas, St. Marguerita, Italy. Reverta, Thomas, St. Marguerita, Italy. Steward, David, Ohio. Swen, Sanuel B., Pittsburgh. Shreve, Samuel, San Francisco Stowart, David, Ohio. Smith, \_\_\_\_, Aspinwall, Saroni, \_\_\_\_, San France Stevens, Jersey City, Spooner, Elijab, Schuylkill County, Ps. Spooner, Elijab, Schapikall County, Ps., Shreves, —, Boston.
Smith, James, bark Vespucius.
Tempkins James W., New Rochelle, N. Y., Tompkins, — (brother of above), How Yori Taylor, Charles, North Caroims.
Taylor, Robert, Jefferson County, Wis.
Vee Haven. —, Penn Velley, Cal.
Vean, Anteire, Moheiumae, Cal.
White, Wilson, Secremento.

White, Sectiments, Woodworth, James, Keckak, fown. Young, Dr., San Francisco. Yeaney, Dr., San Francisco. Scutchman, unknown.

LEST OF OFFICERS AND CRAW SAVED. Jense B. Freez accord efficer, Brooklya, N. Y. Geo. E. Asbby, chief cogineer. Henry Keeler, second assistant engineer. John Black, boatesrain. Pinley Frezer, quartermaster. Kaymosu quar erms Robert Lone quartermaster. Wm. Jackson, quartermaster. James Clark, seaman. Eichard Reed, seaman. Frederick Reed, sestion. Frederick Brougham, see John Davidson, scaman Jes. Travis, seamen. Edward Brown, seemes. Jas. McLean, scem Edward Higgins, seamen Heary Hethriogton, fire Stewart, fireman. Michael Dwyer, waiter. Wm. Garrison, Cept. Herndon's servant. Lucy Dawson, stewardess.
[Died going into Norfolk.]
Susan P. Ettorced, servant.
[Her lasband, Charles, supposed to be lost.] John Jones, fire room. Bartholomew McCarty, fire-room.

Asra Holcom, salon cook, New York.
Henry Henderbergh, ship cook, New York.
Timothy McEvaco, boy.
Known to be saved—30.

LIST OF THE OFFICERS AND CREW NOT HEARD FROM ST OF THE OFFICERS AND CREW NOT HEARD Lieut. Wm. I. Herndon, commander. Charles M. Van Renascher, first officer. Charles A. Myers, third officer. James Tecnison, M. D., surgeon. E. W. Hull, purser.
W. H. Hull, ship storekeeper, brother of the purser. Franch Waters, seaman.
Thomas Parker, seaman.
Chartes H. Boyd. boy. Thomas Parker, seaman.
Chartes H. Boyd, boy.
Join Tice, first assistant engineer.
George Buddington, third assistant engineer.
Donald McDonald, fourth assistant engineer.
Wm. Jones, fourth assistant engineer.
Martin Hydo, fireman.
Martin Greet, feeth assistant-engineer. Alexander Grant, firemas. Bernard Concalin, fromas. Bernard Conchiin, froman John Smith, firenam. Patrick Car, fireman. Patrick Cayen, cool passer, John McComm, cool passer, John McComm, cool passer, John McComm, cool passer, James Norris, fort passer, Hr man Yager, cool passer, John McCompletin, cool passer, Richard Bell, cool passer, Richard Bell, cool passer, Richard Bell, cool passer, Richard Bell, cool passer, Districk Evans, ask man, John Klernelty, askman, John Saks, askman, James Brannan, askman, William Waglesworth, sk James Braunan, salman, William Wigglesworth, stored N. L. McBride, steward. James Bresiler, head waiter. Eli Clem Eris (Clemens), wall Battlett Gaynor waiter. Cyprian Nelson, waiter. Senuei Nelson, waiter. John Hogan, waiter. John Brown, waiter. John Brown, waiter. Lohn Hogan, waiter.
John Brown, waiter.
John Brown, waiter.
John S. Freeman, waiter.
John S. Freeman, waiter.
Patrick Carroll, waiter.
Archibald McBeath, waiter.
Wm. Stevens, waiter.
Philip Poker, silverman.
Wm. Myers, tinnass.
Wm. Hare, pantryman.
Elias Libber, pantryman.
John Young, pantryman.
John Young, pantryman.
James Yanney, steerage waiter.
George W ilson, steerage waiter.
George W ilson, steerage waiter.
John Blue, steerage waiter.
John Blue, steerage waiter.
William Sarvaut, porter.
Kichard Gilbert, officers' meas boy,
John Prattis, second salcon cook.
John Prattis, second salcon cook.
John Hang, third salcon cook.
John Hang, third salcon cook.
James West, third skip's cook.
Charles Coruell, scullion.
John Patties, occurs ship's cook.
Charles Coruell, scullion.
John Patterson, butcher. James West, third stays cost.
Charles Concell, scullion.
John Patterson, butcher.
John White, pastry cook.
Wm. McLeiland, baker.
Jarok D. Gille ad, harbes.
Laran Nash, water-close.
Thomas Mathows, Roberts-Christy, Wni. Bourne,
riked their passase, and probably left at Aspinwall.
for heard from, 75.

RECAPITULATION OF NUMBERS. 

These figures are as near as we can make them. We do no know whether any New-Orleans passengers left the steamer a Havens. The Philadeipeia did not bring any to New Orleans.

THE FIRST ALARM IN THE CABIN. Mrs. Thayer, one of the cabin passengers, stated that she was the first person in the cabin who felt alarmed at the situation of the ship.

I got up early, she said, on Friday morning. I could not sleep for the tossing of the ship. I could hardly keep in my berth for the same reason. Some of the other leak. The steamer was plunging and careering, and I felt a continual anxiety, lest a timber should be strained so as to let the water io. I told the ladies that I meant to go and see the Captain, and to ask him if he thought the ship was safe. Two or three o them laughed at me, and said they had been out in just such gales before, and that they had never faller into the carger. Besides, they said that the ship was very strong. But I was not essy in my mind, and every time a high sea struck her sides, feared a leak. It was not long before somebody on dock came down and asked for blackets. I said immediately, "know what's the matter-I thought so all the time. My fears were painfully verified. But even after they commenced to bail out the water, some of the wome esid that there was no danger, and that it would soon be all over. But the leak continued, and the wate gained in depth in spite of the exertions made to keep it out. There was then no more doubt as to the per that we were in, and everybody began to look for ward with great anxiety to the fate which awaited us.

RESCUE OF TWO BROTHERS. Amerg those who were rescued by the brig Ellen were two young men named Casey. They are twin brothers, and bear a very close resemblance to one another. They were originally from Sebastian County Arkanes, and have been in California for some year When the passengers were called upon to com bailing they fell into the line, and both continued to assist until about a quarter of an hour previous to the vestel's einking. When they left the cabin they went on the hurricane deck and made preparations to meet their fate. They stood together near the hurricane dock within a few feet of Lieut. Herndon, who still continued celm and seif-possessed in his actions. But a mirate before the vessel sark one of the brothers eaw him, and he was still without any apparent excitement. As the ship gave her last lurch, the brothers were standing by one another. In a moment they were erguifed in the vortex of the waters, amid the din of the death cries of hundreds of despair-ing beings, the cracking of timbers, and the violent rushing of the waters as the seas surged together over the sunken steamer. When they arose to the surface they were far apart. One, feeling a plank within his reach, grasped it, and at once swam with i from among the scores of beings which were surroun 1ing him, knowing, with the instinct of self preservation, that to get clear with it constituted his only hope of safety, and, as he left them, he heard the cries o the drowning men, each struggling with the other in their efforts to ceize the few fragments of the wreck which were floating about, that they might perchance be raved. By the aid of this plank he ewam for sev eral bours, till about 2 o'clock in the morning, when, discovering the brig Ellen, he halled her, and, their course passing near where he was, they heard his cry, him a repe, and he was drawn upon deck. His brother, on coming to the surface, s sum to or

of the batchways. He was hardly seated on it before two others joined him, and in a minute three more had also reached it, and the six held it with the tenseity of despair to bucy them up. Three of these, however, became actausted after being in the water for several brute, and fill off and dispaid. The phone relains

their hold until about 7 o'clock an Sunday morning. They were then discovered by the Effen and taken on board the brothers learning for the first time of each others' sefety.

THE WORTHLESSNESS OF GOLD. It is stated by many of the survivors of the Control America's passengers, that there was seldom so large an amount of money owned by passengers as was in the case of those who came by the Contral America. Many were persons of large means, and there were but very few whose immediate wealth did not amount to bundreds, while sumbers recknowl their gold by the thousands of dollars. The greater portion of the passorgers were returned miners, some coming hither to invest the capital they had realized in hopes to live a life of greater case as the result of their industry, and others to get their families and once more go to the and of gold. But as the storm continued to rage, loss and less of gold was thought of, and when, on Seturday, it became evident that they were likely at any moment to be buried beneath the wealthy men diverted themselves of their treasure belts and scattered the gold upon the cabin flours, telling those to take it who would, just its weight few ounces or pounds-carry them to their death. Full purses, containing in some instances \$2,000, were laying untouched ou sofas. Carpet bags were opened. by men and the shining metal was poured out on the floor with the prodigality of death's despair. One of the passeagers, who has fortunately been recessed, opened a bag and dashed about the cabin \$20,000 in gold dust, and told him who wanted to gratify his greed for gold to take it. But it was passed by untouched as the veriest dross. A few hours before be would have struck down the mea who would have tempted to take a grain of that which he now spurned

WOMEN WHO LOST THEIR HUSBANDS. Mrs. Rudwell of California lost her busband. She came originally from England, and has no children. She is a wrman well advanced in life, and was very feeble at the time of the disaster. She did not leave the ship until nearly all the rest of the women had She was one of the three in the last boot, in which the engineer left the chip. She wanted her husbard to go with her, and applied to the captain for permission for his company. She was refused, the said, very kindly but firmly, Capt. Herodon told her that no man could leave the steamer until all the women had gone. Just before she went down into the boat her husband took her by the band and bade her good bye. He told her that he would try and meet her again, but that perhaps he would not be able. She never saw him again. She understood that he was lost on the raft, about 11 o'clock at night.

Mrs. M. F. Swan, of California, was another of the facies who lost their husbands. She has a child a Metle over a year old. She states that she was severely injured before the shipwrock by being thrown out of ber berth and bruising herself against the floor. She was unable to walk without aid when her turn came to go into the small boat. Her husband assisted her to the side of the ship, having first bid her an affectionate farewell. She went down three times into the water before she was put eafely into the boat. She was put to bed after getting on board the brig, where she was unable to stir without help for the space of three days.

PERILS OF A BRIDAL TOUR. Mrs. Kaston, who was saved on the brig, was macried in San Francisco' on the day before the steamer sailed, and was on her wedding tour, intending so leave New-York for Europe. Her husband was saved on the bark Ellen. Capt. McGowan had the pleasure of communicating the welcome intelligence to her on Thursday last, having just left the bark. Mr. Kaston came on to New-York, where he rejoined his wife yesterday morning.

EXHAUSTION FROM LABOR AND LIQUOR-Many of the persons who were carried down by the Central America were in their cabins and staterooms, some exhausted by the continued tax upon their physical energies in bailing the vessel, and others, it is said, intoxicated. Those who were unaccustemed to hard work were now fatigued, and to timulate themselves to new effort liquors were freely passed along the line of men, and were largely par aken of. Some indulged to such at extent that they were at last stupefied, and were carried to their state ooms by their friends to recover their normal condi-

NOBLE CONDUCT OF QUARTER-MASTER RAYMOND.

The rescued passengers from the Central America appear unanimous in their opinion as regards the intrepid and neble conduct of David Raymond, Quarterwith one of the life-boats between the steamer and the brig Marine, and tried hard to get some one to accompany him on another trip; and while pleading for assis'ance in his work of humanity, the boat in which he stood was stove in beneath him.

HANDSOME REWARD.

The passengers rescued frown the wrecked steamer by the brig Marine subscribed and presented to the captain, officers and crew of the latter vessel, as followe: To the captain, \$500; first mate, \$100; second mate, \$75; two cooks and steward, \$150; sailors, \$25.

SAVED HIS MONEY. A young man by the name of Cauldwell, who was rescued by the brig Marine, succeeded in saving twenty pounds of gold dust, the result of his labors at the mines. He stopped at Norfolk, with the intent

A LUCKY MAN. This is the fourth remarkable escape that Billy Birch has had from the jaws of death. When he was a child he fell from a canal boat at the foot of Morte street and was dragged from the water appared dead by means of a boat-book. In 1842, he was in the States Island Ferrry boat, Sunbeam, when her upper deck fell in under the weight of 500 people, killing several persons and maining and hadly woo ing others. He was under the deck when it feil. In 1850, he was a passeuger in the steamer Ohio for New-Orleans to New-York, when she received such injaries that all the passengers were compelled to work at the pumps for several days to save her. Mrs. Birch went on last evening in the 6 o'clock train from Jorsey.

City to join him in Baltimore. RUMORS CORRECTED-MORE RUMORS. S. A. Wells, supposed to have been on board, is afe. He did not leave San Francisco in time for this

teamer. Neither Judge McCorkle nor Senatore Broderick or

Gwin were on board. It is supposed that M. S. Thrasher, jr., son of M. S.

Thrasher of East Broadway, was on board.

A rumer was current on Saturday that Col. Presson
was probably on the Central America. He did and leave New York in time to return so soon.

leave New York in time to return so scota.

Our Washington correspondent writes:

"No reliable list of passengers on beard the Central America has appeared. A letter received here by a previous ship from the widow of Mr. Greechow, late a previous ship from the widow of Mr. Greechow, late Librarian to the State Department, solined the friends Librarian to the 20th August, in company with Senator Gwin. This evidence furnishes some ground of apprehension that the Senator is among the lost; but that supposition is precluded by the fact that the reports of passengers say nothing of the Senator having been of their number.

"There is another runor that Henry Shuart Foots, formerly Senator from Miseissippi, was on board."

GOVERNMENT OFFICERS The Washington Union of Saturday, says:

"Inquiries were made at the War Department y
terday, for the purpose of ascertaining whether
department had been advised of the Intention of
cofficers of the army to take passage as based
ill-fated steamer. The same inquiries were also m
at the discoy Department; and to goth acquiring to